project code may be used by the. sponsoring service to identify shipments which are exempt from air challenge, etc.

(5) The shipment unit is the basic shipping entity for marking, documenting, clearing, and controlling a shipment. It is a key element on which later transportation decisions are made.

(a) By definition, a shipment unit is:

1 A single line item of supply (one material release order (MRO) or DD Form 1348-1) destined to one consignee, or

2 Two or more compatible line items (with certain specific exceptions listed in paragraph B.1.b.(5)(b)) having the same consignee/destination, MILSTAMP commodity category, and (within sponsoring service guidelines) TAC, and which are shipped together either:

a In the same container (package/CONEX), or

b In the same conveyance (railcar or truckload), or

c In the same SEAVAN/MILVAN (without regard to MILSTAMP commodity category), or

d Fastened together into a single piece, or

e As a set or assembly, or

f On a DD Form 1299, Application for Shipment and/or Storage of Personal Property, or DD Form 788, Private Vehicle Shipping Document for Automobile.

(b) Certain line items and commodities will not be consolidated with other line items or commodities into a shipment unit. This provision does not preclude aggregation/consolidation of shipment units in accordance with paragraph B.1.b(5) (c) whenever possible to minimize transportation cost. Aggregation of shipment units on the same GBL or manifest for delivery to the same ultimate destination within established UMMIPS time standards is required by shippers. The following items and commodities will be documented and controlled as separate shipment units:

1 Line items subject to domestic commercial movement at significantly differing freight rates unless consolidation would result in lower overall costs to the destination.

2 Line items of hazardous material/dangerous articles. Except for line items of ammunition, explosives, and radioactive or magnetic materiel, consolidation is permitted if not precluded by the regulations listed in-chapter 1, paragraph D.1.

3 Line items with different project codes. Project coded materiel will not be consolidated with nonproject coded materiel (Note 1).

4 Line items with "999" in the RDD field.

5 Items of supply with different priorities unless permitted by Service/Agency policy and consistent with sound traffic management. Such permitted consolidations are handled according to the highest priority in the consolidation; e.g. , consolidations of TP-1 and TP-2 are handled as TP-1. Items with TP-3 are not normally consolidated with items that move by air.

6 Line items filling NMCS requisitions.

7 FMS items except those with the same requisitioner address and FMS case number.

8 Items or commodities which are not compatible with other items. Such incompatibility may be due to:

a Excess size or dimensions which require special handling.

b Uneconomical consolidation costs for packing, repacking, handling, loading, etc.

c Different perishable commodities (i.e., potatoes and onions) or dissimilar keeping qualities (i.e. , bananas and eggs).

d Possible contamination of subsistence items if consolidated with general cargo.

(c) Shipment units are aggregated for unitized [pallet, CONEX, SEAVAN, etc.) handling and movement whenever possible. MILSTAMP documentation for the shipment units in the aggregation is maintained. Such aggregations will conform with the rules of line item and commodity aggregations listed in paragraph B.1.b. (5)(b), except that:

1 Shipment units destined to the same intermediate breakbulk point need not be destined to the same consignee to be aggregated.

2 SEAVANs may be stuffed for more than one consignee when stop-off services are used.

3 Shipment units of ammunition, explosives, and other hazardous materiels may be loaded into one conveyance if the provisions of the applicable regulations from chapter 1 paragraph D.1 are met.

* Note 1. Line items for Navy consignees (other than Navy International Logistics Program consignees) and with project codes beginning with other than D or Z may be consolidated.

(6) The TCN is assigned, usually by the shipper, to each shipment unit for control from origin to ultimate consignee. The SEAVAN TCN is assigned by the WCA/OCCA at the time of clearance. Because it is a control used throughout the transportation system, the assigned TCN will not be changed except as authorized for partial or split shipments. Detailed instruction for constructing all types of TCNS is contained in appendix C.

(7) The pieces, weight, and cube for each shipment unit must be determined. In all cases, they are expressed as whole numbers. Fractions or decimals are rounded to the next higher whole number. Numbers less than one are rounded to one.

(a) The pieces in a shipment unit are those separate segments which have not been unitized. For example, a shipment unit may have 10 separate items which will be counted as 10 pieces. However, if those 10' items are unitized, e.g., banded together on a pallet, they will be counted as one piece.

(b) The weight of a shipment unit is expressed in whole pounds. It is the total for all the pieces in the shipment unit. Certain specific variations are detailed in the applicable instructions for TCMD preparation. Any individual piece or unitized piece (other than a SEAVAN/MILVAN) that weighs 10,000 pounds or more is identified as a heavy lift.

(c) The cube of a shipment unit is expressed in whole cubic feet. It is the total for all the pieces in the shipment unit. Certain specific variations are detailed in the applicable instructions for TCMD preparation in appendix D.

(d) In automated MILSTAMP documentation, the space allocated for entry of pieces, weight, and cube is limited to four, five, and four digits respectively. If any of the entries exceed the capacity of the field (i.e., more than 9,999 pieces, 99,999 pounds, or 9,999 cubes) , the entry on nonmanual documentation will be as follows:

1 10,000 to 19,999 pieces/cubes or 100,000 to 199,999 pounds. Drop the first position "1." For the second position number, substitute a letter/character as follows: l=A, 2=B, 3=C, 4=D, 5=E, 6=F, ?=G, 8=H, 9=1, 0=&. For example: 13,468 pieces = C468.

2 20,000 to 29,999 pieces/cubes or 200,000 to 299,999 pounds. Drop the first position "2." For the second position number, substitute a letter/character as follows: 1=J, 2=K, 3=L, 4=M, 5=N, 6=0, 7=P, 8=Q, 9=R, 0=-. For example: 25,871 pieces = N871.

(8) The dimensions of the individual pieces, or a unitized piece, of a shipment unit are normally a concern only if they are outsize. Whenever a piece (other than a POV, CONEX, or SEAVAN/MILVAN) measures *more* than six feet in any dimension it is said to have outsize dimensions. The shipper must know the actual dimensions (in inches) , weight, and cube of any piece with outsize dimensions prior to preparing transportation documents.

(9) Determining the mode and method of. shipment is generally the responsibility of the shipper.

(a) **Mode** refers to the general category of movement, e.g. , air or surface, 'while method refers to "the specific means of transportation, e.g., motor, rail, air freight, parcel post, etc. DoD policy for Selecting the mode of shipment is contained in DoD Directive 4500.9 (reference i). Basic policies for CONUS movements are published in the DTMR (reference j); overseas, in comparable theater directives. The mode and method of trans-

portation selected will be that which will meet DoD requirements satisfactorily at the lowest overall coat to the Government from origin to the final known destination in CONUS or overseas. When service and cost are equal, the method which uses the least fuel is selected.

(b) The normally recommended modes of shipment based on transportation priority are shown in figure 2-B-1. Additional traffic management factors considered when selecting the mode of shipment include the RDD, nature of the materiel, weight and cube of the shipment, distance to be shipped, and the costs of the transportation alternatives available between the consignor and consignee. The ability of the shipper, transshipper, and receiver to handle shipments by a particular mode also influences the mode selection. This handling ability is determined by reference to such publications as the Terminal Facilities Guides or by direct contact,

(c) When a shipment unit or consolidation of shipment units is of Sufficient volume to effectively utilize a SEAVAN/MILVAN, selection of that method of surface shipment is arranged through coordination between the shipper and the clearance authority as detailed in paragraph B.3.b. (2).

(10) For air shipments, the FSC data are determined by the shipper from available requisition source documentation. For surface shipments, MTMC will convert the MILSTAMP commodity code to the FSC and provide the data to the USTRANSCOM. FSC data are required by the JDC for purposes of apportioning lift during contingencies/mobilizations. When multiple line items of supply are consolidated to form a shipment unit, the FSC will be determined by the predominate weight factor. The explanation for providing the FSC data are provided in appendix D.

(11) The commodity of each shipment is determined by the shipper and is usually represented on transportation? documentation by a code.

(a) Separate MILSTAMP code structures are used for air and water shipments. Both of these code structures identify the commodity, with varying degrees of specificity, as well as providing information about any special handling which may be required. Complete explanation of these codes is detailed in appendix F, paragraph 4.

(b) In addition to these MILSTAMP commodity codes, shipments' between CONUS and Hawaii or Guam are also described on the TCMD using the NMFC (reference k) or the UFC (reference 1) commodity descriptions. The shipper includes this clear text description in the miscellaneous information on the TCMD using document identifier T_9 as indicated in appendix D, figure D-12. The information is detailed for each shipment unit, including those in SEAVANS, but excluding hazardous materials which are already adequately detailed. Shipment units containing multiple commodities are described using the NMFC/UFC (references k and 1) description of the highest rated article.-" 'An abbreviated description similar to that used in the Freight Classification Guide System discussed in the DTMR (reference j) is acceptable.

heading ATI, and the POD for water shipments under the heading PD. If the consignee is served by a CONUS CCP, the DoDAAC of the CCP is also shown in the DoDAAD' (reference f.) and the shipper sends applicable shipments to the CCP as explained in paragraph B.1.b. (n)(d).

(a) The APOD is indicated on transportation documents by the applicable air terminal identifier code from appendix F. The clear text designation may be included on manual documents in addition to the required cod-e. Additional guidance as to which APOD services a particular destination may also be obtained from the ACA listed in appendix J or from the MAC Sequence Listing for Channel Traffic. The latter is published by I-IQ MAC (TRRR) Scott AFB, 11 62225-5001 and updated periodically by message. The appropriate APOD for shipments to mobile units, including Navy fleet vessels, must be obtained from the sponsoring Service ACA.

(b) The WPOD is indicated on transportation documents by the applicable water port identifier code from appendix F. The clear text designation may be included on manual documents in addition to the required code. Additional guidance as to which WPOD serves a particular destination may be obtained from the WCA/OCCA listed in appendix J. The appropriate WPOD for shipments to mobile units, including Navy fleet vessels, must be obtained from the sponsoring Service ACA. The WPOD for POVS is determined from appendix N of the PPTMR (reference h).

1 For shipments to CONUS from outside CONUS, shippers determine the WPOD by referring to appendix I. In that appendix, the appropriate WPODs are listed in order of preference for shipments to the various states. The WPODs listed are used to the extent practicable, but do not supersede existing directives or instructions issued by the Military Services. Separate guidelines are included for shipments of general cargo, personal property (DPM and Code 5), classified cargo, and explosive or other cargo requiring protective security measures.

2 When a shipment of 250 or more measurement tons from outside CONUS to a single inland CONUS destination is planned, the shipper notifies the appropriate CONUS OCCA by electrical means. The shipper includes information on the commodity, ultimate destination, and commodity/item manager so the OCCA may assist in WPOD selection and possibly negotiate favorable onward movement rates.

(14) The TAC must be determined by the shipper for every shipment. Volume II of this regulation provides detailed instructions for developing/determining the proper TAC. Since the TAC represents a funding account, its correct application is essential to valid budgeting and payment of transportation expenses,

(15) In addition to the general information listed in paragraphs B.1.b. (1) through (14) above, the shipper must also determine limited special data for certain Specific commodities or types of shipments-.

(a) For shipments of hazardous materials, including ammunition and explosives, the shipper must determine:

1 The proper shipping name including the RQ (if appropriate), hazard classification, and DOT label requirements as prescribed in 49 CFR (reference m). The DoD HMIS may be used to assist in determining the proper shipping name and certain additional shipping data.

2 The NEW for Class A, B, and C explosives.

3 The actual flashpoint for flammable liquids, usually from the container markings prescribed by MIL-STD-129 (reference n.),

4 The DoDIC for shipments of ammunition and explosives. This four digit alphanumeric code is assigned to items of' supply in FSG 13 (ammunition/explosives) and 14 (guided missiles). Found listed by NSN in such publications as DoD supply catalogs or the FILDR, the DoDIC is often prefixed by the FSC and listed as the DDAC or DoDAC. For example: If the DDAC/DoDAC is 1305AO11, the DoDIC is AO11.

5 The NSN whenever possible.

6 The round/component count for each unit of issue and, by extension, the total round/component count for the shipment unit.

7 Additional data for radioactive m.teriel as required by 49 CFR (reference j). .

8 The UN or NA number, class number, and, if applicable, compatibility group code from the IMDGC for water shipments.

9 The load/storage group from AFR 71-4, et al., (reference o) .

10 The lot number on all 'shipments of ammunition.

(b) For shipments of Government vehicles, trailers, wheeled guns, or aircraft, the shipper determines the model, nomenclature, and serial number of the item being shipped, When shipping to Central or South America, the shipper also needs to determine the make and year of the item. All of this information is entered in the trailer data portion of the TCMD.

(c) For shipments of personal property, the shipper determines information peculiar to each shipment. The shipper includes this additional information in the trailer portion of the TCMD.

1 Fcr unaccompanied baggage and household goods, the shipper includes the owner's name and grade on the TCMD. The complete address is included when the shipment is consigned to a civilian location. For DPM shipments to CONUS, the shipper also determines the net weight of the shipment. For shipments of unaccompanied baggage belonging to Air Force personnel (military and civilian) on TDY, the shipper determines, from the DD Form 1610, Request and Authorization for TDy Travel of DoD Personnel, the travel order number (item 22) and the ADSN/fiscal station number (item 19). Finally, for all TGBL shipments entering the DTS, the shipper determines the origin household goods carrier.

2 For shipments of POVs, the shipper (usually a WPOE) determines the owner's name and grade as well as the POV year, make, color, and license plate number and issuing state.

(d) For shipments loaded into a SEAVAN/MILVAN at origin, the shipper determines a variety of information about the SEAVAN/MILVAN itself. Most of the information is obtained during the booking and container loading (stuffing) process.

1 The shipper identifies the van number, the size (length in feet) of the van used, its inside cubic capacity, and who owns it. In addition, the shipper obtains from the WCA/OCCA the name of the ocean" carrier which will actually move the van. Since it may directly affect the charges to the Government, the shipper maintains information on the size of van ordered in addition to that actually used.

2 When shipping in a reefer container, the shipper determines the temperature at which the cargo is to be maintained. The temperature is stated in degrees Fahrenheit as either a specific temperature or temperature range.

3 When shipping a MILVAN equipped with a mechanical bracing system, the shipper determines the number of beam assemblies in the loaded MILVAN.

(e) For shipments of arms, ammunition, generators (60 KW and above) , and vehicles consigned to U.S. Forces in Turkey, the shipper obtains Turkish General Staff approval and a TDA number as detailed in appendix D, paragraph 3.c.

2. Preparing the TCMD. After the shipper has determined the many factors affecting a shipment in the DTS, the next step is preparation of the TCMD, i.e., automated record or DD Form 1384, Transportation Control and Movement Document. The TCMD lists all the data about a shipment and is prepared in one of several formats, for every shipment except unaccompanied * baggage (code J) shipments. For code J shipments, the carriers port agents are responsible for preparing a TCMD for each shipment delivered to the MAC aerial port in accordance with DoD 4500.34-R (reference h) . Local carrier port agents are also responsible for all necessary corrective actions.

a. The TCMD provides the clearance authorities, ports, receivers, and other interested transportation personnel with advance notice of shipments and the information necessary to process the shipments through the DTS. The information on the TCMD is the basis for preparation of air and surface manifests and for compiling logistics management reports. The form itself may be used as a dock receipt, tallysheet, highway waybill, or for other transportation control purposes. A copy of the TCMD is placed in a water-proof envelope on the number one box of shipment units forwarded to a CONUS CCP and on all shipments of personal property (Baggage and Household Goods) entering the DTS.

b. The TCMD has three primary formats - the 80 column computer data record, the electrically transmitted message, and the manual or hard copy

form. While all of the formats contain the same basic information about a shipment, the automated record is used whenever both the preparing and receiving activities are able to prepare, transmit, and receive automated records. Activities or segments in the DTS may use (online) electronic data transmission facilities provided the data exchanged is based on the same formats, contains the same information, and results in the prescribed output products.

c. The manual format of the TCMD (DD Form 1384) or the DoD single line item release/receipt document (DD Form 1348-1) is used for QUICKTRANS shipments. Appendix D details the additional entries the shipper makes to identify QUICKTRANS transshipment terminals. When a shipment travels by combination of QUICKTRANS and MAC or ocean transportation, the shipper prepares a TCMD or DD Form 1348-1 for the QUICKTRANS portion in addition to the TCMD normally prepared for air or ocean clearance.

d. The information entered on the TCMD is described as either prime or trailer data. Prime data are required for every shipment while trailer data, which are supplementary, is also required for some specific type shipments. Shipments consolidated into a SEAVAN/MILVAN, RORO, CONEX, or other consolidation container also require a *prime* data entry for the consolidation container in addition to the prime and trailer data for each shipment unit.

e. Document Identifier (DI) codes indicate what type data are being detailed and the format in which it is presented. DIs for shipment unit prime data are T_O, T_1, T_2, "and T_3. Prime data entries for shipments consolidated into a SEAVAN, MILVAN, CONEX, 463L pallet, a RORO vehicle/trailer, or other consolidation container are identified by DI T_4. Trailer data entries use DIs, T_5, T_6, T_7, T_8, and T_9. Based on the type of shipment, trailer data entries must be prepared as follows:

Type Shipment	Mandatory Trailer format DI code
(1) Outsized (see paragraph B.1.b. [8))	T_5
(2) Government vehicles including trailers, wheeled guns, and aircraft	T_5
(3) Ammunition and explosives	T_6, T_7, T_9
(4) Other hazardous materials	T_6, T_9
(5) Personal property	T_8

f. Detailed instructions for preparing all TCMD formats are contained in appendix D.

g. In addition to other uses of the TCMD, the shipper forwards a copy (listing-, "interpreted punch cards, ETM), or similar documentation containing TCMD data, for each shipment unit in a SEAVAN. The shipper places the copies in a waterproofed envelope labeled "Load List" and attaches it securely to the inside of the SEAVAN loading door. Both consolidated and partial load lists are made when the SEAVAN is loaded for stopoff deliveries.

h. The shipper prepares a TCMD for SEAVAN shipments moving to a WPOE under terms of the MSC Container Agreement and Rate Guide (reference p). Preparation instructions are outlined in appendix D, paragraph 3.b. The shipper, as a minimum, maintains one signed copy to record acceptance by the original inland carrier. In addition, the shipper provides the inland carrier with at least two copies of the TCMD. The inland carrier, in turn, gives one of the copies to the ocean carrier's representative (e.g., gate guard, checker) when delivering the SEAVAN to the" carrier's container yard.

3. Shipment Clearance

a. General

(1) After the TCMD is assembled, the shipper offers for clearance all cargo (including all personal property except unaccompanied baggage (Code J)(Note 2a) and POVs)enteringtheDTS prior to making the shipment. The procedures for shipment clearance serve a common purpose whether the movement is by surface or air. The clearance process aids cargo receiving and the scheduling of watercraft and aircraft, as well as providing the TCMD data for manifest preparation.

(2) As exceptions or additions to the general procedures detailed below, shippers and clearance authorities may develop local agreements to satisfy clearance and documentation requirement. These local agreements are limited to regular cargo movements throughnormal POE/POD combinations as listed in the agreement, appendix H of this regulation, or the MAC Sequence Listing for Channel Traffic. The local agreements must result in documentation as required by this regulation, The formal agreements must be approved by the Service/Agency headquarters of both the shipper and the clearance authority.

(3) For most shipments, air or water, the clearance process is started when the shipper submits advance TCMD information to the appropriate clearance authority listed in appendix J. An exception. to that general rule (for RU and certain LRU shipments) is addressed in paragraph B.3.b. (2). The contract administration office or purchasing office arranges for clearance and appropriate documentation of all vendor shipments in the same manner as a shipper. The responsibilities and general procedures for the ocean and air clearance authorities are detailed in paragraph B.3.d.

b. Surface Clearance

(1) There are two procedures for clearing surface (ocean) export , cargo - one for RU shipments and one for LRU shipments. Unless specifically excluded, the procedures apply to all shipments in the DTS including per- . sonal property other than POVs, vendor originated materiel, and mail. Additional details for clearance of personal property are contained in DoD 4500.34-R (reference h). The primary difference between the two shipment clearance procedures is-the ETR.

Note 2a. The selection of code J as a method of movement in itself negates * the need for air clearance action. The submission of ATCMDs to the ACA is not required.

(2) Prior to making a RU surface export shipment (as defined above in paragraph B.1.b.(11)(b)1) the shipper must request an ETR from "the WCA/OCCA. Certain LRU shipments indicated in appendix H also require an ETR. In all cases, the procedures by which the WCA/OCCA processes the request are outlined in paragraph B.3.d.(2).

(a) The content of the ETR request and the procedures for its submission in CONUS are detailed in the DTMR (reference j). Similar information for use outside CONUS is contained in theater directives.

(b) The shipper receives an ETR from the WCA/OCCA as indicated in figure 2-B-3. The OCCA will furnish an ETR within 48 hours *for* TP-1 and TP-2 shipments and within 3 working days for TP-3 shipments. If the OCCA must secure a firm booking prior to issuing the ETR, the shipper will be notified (within 48 consecutive hours from receipt of request) of the estimated date for issuance of the ETR.

(c) The content of the ETR, like the ETR request, is outlined in the DTMR (reference j) for CONUS and in theater directives for outside CONUS, For shipments to be loaded in a SEAVAN by the shipper, the ETR includes the carrier. The WPOE and WPOD will be the actual loading and unloading locations and not merely the military port responsible for the origin and destination area.

(d) After receiving the ETR, the shipper makes any necessary additional entries on the TCMD and proceeds according to paragraph 3.b.(3). If the WPOE delivery date established during the clearance procedure cannot be met, the shipper telephones the WCA/OCCA for alternate instructions.

(3) The shipper clears LRU surface shipments, or shipments for which an ETR has been received, by sending advance TCMD data to the WCA/OCCA.

(a) No surface export shipment is made until the shipper submits an advance TCMD according to the timetable shown in figure 2-B-4. When a shipment 'is routed through a CCP, the CCP acts like a shipper and clears the shipment. The actual originator of the shipment only prepares a TCMD as described in paragraph B.1.b.(n)(d).

(b) Whenever possible, the advance TCMD data for three or more shipment units moving on a single GBL are batched and submitted to the WCA/OCCA under a GBL header card as shown in figure 2-B-5. GBL header cards are used when they do not delay transmission of the advance TCMD data to the WCA/OCCA.

(c) Complete advance TCMD data for SEAVANS (van and contents) are transmitted by the shipper or CCP to the WCA/OCCA. The date for each SEAVAN is transmitted separately.

(d). LRU shipments, and shipments for which an ETR has been received, are considered cleared if they have not been challenged by the WCA/OCCA prior to 1600 local time on the day before the day shipped entry on the advance TCMD. If the shipment is challenged, the shipper follows the

instructions provided by the WCA/OCCA. The shipper will immediately call the WCA/OCCA if unable to comply with the challenge instructions.

(e) If the shipment is delayed at the origin and will not arrive at the WPOE by the ETA shown on the TCMD, the shipperwill promptly notify the WCA/OCCA.

c. Air Clearance

(1) The shipper must clear all cargo shipped by Government controlled cargo air systems; i.e., MAC, LOGAIR, and QUICKTRANS. The air clearance procedure is essentially the same as for water shipments. In the air systems, however, there is no requirement for an ETR and no differentiation between RUS and LRUS (see Note 2a, page 2-B-15).

(2) The shipper clears an air shipment by sending advance TCMD data to the ACA. The ACAS are designated by the individual Services/ Agencies and listed in appendix J. Prior to making an air shipment, the shipper submits an advance TCMD to the ACA according to the timetable shown in figure 2-B-6.

(3) Except for shipments by TP-4, an air shipment is considered cleared if the ACA has not challenged it by the hour/day entered in the advance TCMD date shipped field. Challenges by the ACA are issued by telephone or message and may be made at any time prior to the estimated hour/day shipped TCMD entry. If the shipment is challenged, the shipper follows the instructions issued by the ACA.

(4) For shipments selected to move by TP-4 service, the shipper will submit the advance TCMD data to the ACA as for any other air shipment. The transportation priority entry. will be "4." Unlike other air shipments, the shipper will not release a TP-4 shipment until specifically approved by the ACA. When the ACA rejects a shipment, the shipper submits advance TCMDs to the WCA/OCCA for surface movement.

(5) Shipping activities will obtain airlift clearance from. point of origin to destination for cargo moving from one theater to another when traversing the CONUS. Shipping activities obtain this clearance by providing complete TCMD data to the origin theater ACA.

(6) The PCCs and the ARFCOS provide appropriate TCMD data for shipment clearance according to procedures developed locally with the ACA.

(7) If appropriate, the shipper submits a request for Green Sheet action to the sponsoring Service ACA (see paragraph B.1.b.(2)(f)3).

d. Clearance Authorities

(1) General :

(a) Clearance authorities do not actually handle materiel shipments but do provide an important documentation link between the shipper, transshipper, and receiver. Appendix J is a complete list of both

ocean and air *clearance* authorities, as well as booking offices for ocean cargo. In general, the clearance authorities:

1 Control the movement of cargo. That control includes furnishing TCMD data to the terminal for each shipment unit, coordinating movements of classified or courier materiel, and monitoring retrograde cargo , from overseas to CONUS, assuring shipment to the ultimate CONUS consignee.

2 Divert cargo as required and in coordination with the sponsoring Services.

3 Trace and expedite cargo.

4 Provide lift and receipt data to the Services/ Agencies, including the JDA, as required.

5 Correct discrepancies in shipment documentation with the assistance of the sponsoring Services. Documentation correction includes directing the TCMD Effectiveness Program (as explained in appendix E) for late, missing, or improperly prepared TCMDs. Note: For shipments exported from CONUS, HQ MAC provides sponsoring Services with receipt and lift information (within 4 hours) and with reports of late or missing TCMDs.

(b) Using the information on the advance TCMD submitted by the shipper, the clearance authority determines if the shipment is correctly routed. This check verifies such details as the availability of transportation service between the POE and POD indicated as well as the suitability of the mode of transportation, i.e. , air versus water. These various traffic management considerations and the authority to apply them are prescribed in individual/joint Service regulations and overseas theater command directives. If the shipment is accepted as routed, the clearance authority normally does not communicate further with the shipper. When additional guidance must be provided to the shipper or if the shipment routing is to be challenged, the clearance authority immediately contacts the shipper. Details of the procedures for challenge or guidance are included in the paragraphs on air and water clearance below.

(2) Water Clearance Authority

(a) The clearance authority for shipments moving by surface (ocean) is the WCA. The WCA works with the OCCA which is responsible for arranging the actual ocean carriage. Appendix J lists all WCAs/OCCAs along with their communications addresses. The WCA/OCCA is designated by the geographic location of the WPOE. In CONUS, the WCAs/OCCAs are the MTMC area commands. In areas outside CONUS, the WCA/OCCA is designated by area and/or Sponsoring Service according to theater directives.

(-b) After receiving the advance TCMD from the shipper, the WCA/OCCA determines whether cargowillbe shipped in containers (SEAVANS, etc.) or by breakbulk. When the nature of the cargo and the ocean service available allows movement by either container or breakbulk service, the WCA/OCCA gives preference to the method which offers the lowest overall cost to the Government and meets sponsoring shipper Service requirements.

(c) Having determined the lowest cost method of ocean transport which meets Service requirements, the booking office contacts the appropriate ocean carrier.

(d) The information used in the offering/booking process includes the following:

1 For container offerings:

a The cargo category; i.e., general cargo (including mail and mail equipment), POV, wheeled or tracked vehicles (unboxed), or refrigerated cargo (chill or freeze).

b The size of container(s) required stated simply as large (over 32 feet long) or small (32 feet or less in length). If either large or small containers are acceptable, no size is specified. Requests for containers of a specific size (e.g., 20, 27, 35, or 40 feet) are made only when required by characteristics of the cargo or other identifiable reasons. The booking office accepts requirements for a specific length container, but not requirements which name a specific carrier, except when * the specified length is rate favorable under the MSC container agreements or when the shipper submits adequate cost data to justify the size indicated.

c The consignee.

d The day the cargo will be available for stuffing.

e The stuffing point location (warehouse, street address, dock number, etc.).

f The cargo priorities including the RDD, SDD, and RAD for MAP cargo. Delivery time from the POD to the ultimate consignee is also considered in obtaining ocean service.

g The loading and discharge ports and, when using MSC through-container rates, the inland origin and destination points.

h For MAP or other air cargo, whether or not discharge costs are the responsibility of the recipient government.

2 For breakbulk cargo offerings:

a The measurement tons by cargo category; i.e., general cargo, ammunition/hazardous cargo, POV, cargo carrying trailer, aircraft, special (including all other wheeled or tracked vehicles and any commodity weighing more than 10,000 pounds or more than 35 feet in any dimension), refrigerated cargo (chill or freeze), and bulk (unpacked commodities).

b The loading and discharge ports.

c The day the cargo will be available for loading.

d The cargo priorities including the RDD, SDD, or RAD. Delivery time from the WPOD to the ultimate consignee is also considered in obtaining ocean service. If there is a shortage of a specific type of space for cargo requiring special handling or stowage, the WCA/OCCA coordinates the cargo's relative priority with the appropriate Service/ Agency or theater authority.

e For MAP or ether aid cargo, whether or not discharge costs are the responsibility of the recipient government.

(e) In the booking process, when selecting the ocean transportation, the concerns addressed include:

1 The availability of timely and economical ocean shipping which meets the requirements for delivery of the cargo.

2 Consolidations of cargo that may be made without adversely affecting timely delivery of the shipment.

3 Best utilization of MSC controlled vessels, commercial, breakbulk, or roll-on/roll-off vessels.

4 Compliance with DoD policy prohibiting use of foreign flag shipping when U.S. flag shipping is available and capable of meeting the delivery requirements.

5 Acceptance, without challenge, of container-required offerings unless such bookings conflict with the prohibition on use of foreign flag vessels.

6 Equitable distribution of traffic among U.S. flag commercial carriers consistent with delivery requirements and lowest cost.

7 Movement of protected cargo by the most direct sailings possible with ocean service beginning and ending at the carrier's terminal. Containerized cargo is booked using container service code "K-.

8 Movement of personal property (code 5) shipments by either container or breakbulk vessel. Those moved by containership are booked for applicable local drayage (container service code 'L' or '1"-"9") between the actual WPOD and the military port activity. When the military port activity is *not* in the local drayage *zone* of the actual WPOD, the shipments are booked under container service code 'M'.

(f) Information necessary for ship loading and manifesting is developed during the booking process. The basic booking information includes:

1 The vessel name, type, IRCS, or the hull number for towed ocean barges without an IRCS, and for SEAVAN shipments the assigned voyage number,

2 'l'he vessel operator and local agent.

3 The day the vessel is available for loading.

4 The itinerary of the vessel including ETA at the WPOD(s) .

5 The vessel's capability to handle specific cargo requirements , e.g., unusual size or weight.

6 The description and location of allocated stowage space aboard the vessel (provided as soon as possible, but not later than 48 hours before the vessel is available for loading).

7 The terms of carriage, i.e., who is responsible for loading and unloading; see appendix F, paragraph 18.

8 The vessel status, i.e., the type of shipping and payment agreement (see appendix F, paragraph 18).

(g) When cargo is to be transferred from one vessel to another en route to the final WPOD, the booking office provides the manifesting activity with data to be included in the cargo traffic message and cargo manifest. This transshipping information includes:

1 The M/Ts of cargo (or number of SEAVANs) and commodity(ies) being transshipped.

2 The transshipment port(s).

3 The name of each subsequent vessel (or destination. of overland mode, if applicable) .

4 The ETA at each transshipment port and manifested WPOD .

5 Whether the carrier or Government is responsible for transshipment costs.

6 The letters "TBN" (to be named) if the subsequent vessels have not been identified (Note 3).

(h) If the booking proposed by the booking office is not acceptable to the military activity responsible for loading the cargo, the activity coordinates directly with the booking office to resolve the problems. Shipments of classified cargo or small increments of class A or B explosives for which timely and economical ocean delivery cannot be arranged may, with the approval of the sponsoring Service, be diverted to air.

Note 3. If the TBN entry is used, or the subsequent vessel(s) change(s), or, the requirement for transshipment. is identified after shipment, the booking office notifies all addressees "of the original cargo traffic message.

(i) When an acceptable booking has been arranged by the booking office, a cargo clearance order is issued.

(3) The ACA

(a) The clearance authority for shipments moving. by MAC, LOGAIR, or QUICKTRANS is the ACA. Appendix J lists all ACAS and their communications addresses. Each sponsoring Service has a designated ACA for shipments exported from CONUS by MAC. The Air Force ACA also clears CONUS export shipments sponsored by any shipper other than the Army, Navy, Marine Corps, or Coast Guard. In areas outside CONUS, the ACA is designated by area and/or sponsoring Service.

(b) The ACAS for shipments by LOGAIR are located at each LOGAIR terminal. The shipper clears each shipment with the ACA at the LOGAIR origin point.

(c) The ACA for all shipments by QUICKTRANS is NAVMTO.

(d) The ACA issues shipment challenge or consignment (APOE, APOD, and consignee) instructions as necessary. The challenge instructions are issued by telephone or message whenever the ACA determines a shipment should not be shipped as indicated on the advance TCMD. The ACA contacts the sponsoring Service ILCO to obtain confirmation of questionable airlift requirements for SAP shipments. Challenges are issued any time prior to the estimated hour/day of shipment listed on the advance TCMD.

(e) The ACA provides air terminal operators (HQ MAC for CONUS export) with complete TCMD data for shipments accepted into the DTS. The QUICKTRANS ACA also provides the terminals with loading and routing instructions for accepted shipments.

(f) When notified that a shipment" weighing more than 500 pounds has been received at an aerial port without advance clearance, the ACA either clears or diverts the shipment within 36 hours. The ACA provides the terminal with a TAC for all shipments authorized air movement. A fund citation and diversion instructions are provided by the ACA for those shipments not cleared. The ACA also obtains surface clearance as required by paragraph B.3.b.

(g) Upon receipt of an advance TCMD for shipment movement by TP-4, the ACA:

1 Clears the shipment based on the excess space estimate message, maximum TP-4 level, and coordination with the air terminal manager.

2 Enters urgency verification code "M" (an eleven-zone overpunch) in, the TP column (rp 53) of the advance TCMD and passes the approved shipment documents to the APOE (HQ MAC in CONUS).

3 Returns to the shipper documentation for disapproved shipments.

e. Holding, diverting, and tracing are all actions in which a shipper may be involved due to irregular or interrupted movement of cargo in the DTS. In addition to the instructions below, formats for documenting these actions are detailed in appendix M.

(1) The shipper may hold a shipment for a wide variety of reasons including a consolidation delay, a wait for an export traffic release, or an embargo. These and other reasons for a transportation delay are listed in figure '2-?3-7. The list also contains the transportation holding delay code which, for MILSTRIP shipments, the shipper enters in rp 51 of the MILSTRIP shipment status card. By including this holding code or its explanation on applicable shipment planning records, the shipper is able to research the cause of any shipment delays. Except for transportation delays as mentioned above, the shipper will not hold materiel requisitioned under MILSTRIP unless directed to do so by the supply source. (For non-MILSTRIP shipments, the shipping activity responsible for moving the materiel may hold the shipment when necessary.) As an exception to blanket holds placed on shipments during mass cancellation situations, shipments with "555" in--the RDD field (rp 62-64, DD Form 1348-1) are not held, but processed by the shipper in accordance with the applicable transportation priority.

(2) A transportation diversion may be a change of mode (e.g., from air to water), a change of destination, aria/or a change of route. Except for mode change, the shipper will not divert materiel requisitioned under MILSTRIP unless directed to do so by the supply source.

(a) A diversion between modes is a routine. occurrence during the clearance process and the shipper follows the instructions issued by the clearance authority. This. type of diversion may happen as a result of:

1 A change in the urgency of need. Such a change may result in a planned air shipment being moved by surface or a surface shipment by air. A change in urgency of need may occur while the shipment is anywhere in the transportation system with the related diversion coordinated by the applicable clearance authority.

2 The challenge process during air clearance. Requisitions with a UMMIPS priority in issue Group I and II result in TP-1 and TP-2 shipments which normally move by premium (air) transportation. When the actual need does not justify the additional expense normally associated with air transportation, the requisitioner may authorize the shipper or the ACA to direct diversion of the shipment for movement by a surface mode. Such a diversion occurs at the shipping point before actual 'movement.

(b) A diversion to a different consignee or destination may result from conditions such as:

1 Strikes, national disturbances, or acts of God.

2 Supply cancellations.

3 Terminations of projects.

4 Changes in logistics buildup.

5 Modification of permanent change of station orders authorizing personal property shipments.

6 Change in the receiving locations for mobile units.

(c) A diversion in the route of a shipment normally occurs after it leaves the shipper. Such change in route is only within a particular mode (i.e., air or water) and usually directed and coordinated by the clearance authority.

(3) Shipment tracing through MILSTAMP allows the requesting or receiving activity to use modified supply system data to locate a shipment in the transportation system. While tracing assistance is normally obtained from" the clearance authorities, the shipper may occasionally be asked for shipping data. The shipper responds to such requests by providing all available information. The formats used for tracing are detailed in appendix M.

4. Preparing Additional Shipper Documentation

a. In addition to the TCMD, the shipper prepares documentation which:

(1) Is applied to the shipment itself and includes addresses and most TCMD data (see figure 2-B-9).

(2) Identifies special characteristics and handling requirements for air shipments (DD Form 1387-2) (see figure 2-B-10).

(3) Constitutes a contract between the shipper and a carrier providing transportation service (CBL or GBL).

[4) Reports the shipment of classified and *certain* hazardous material or inert components (REPSHIP) (figure 2-B-11).

(5) Establishes a beginning point for reporting and collecting data on transportation performance in the movement of MILSTRIP shipments (Intransit Data Cards).

(6) Provides a record of the condition, U.S. Customs and EPA quail'fications, and complete ownership identification of POVS shipped 'in the DTS (DD Form '788).

b. 'The shipper applies address markings to each piece of a shipment unit. The DD Form 1387,-1986 edition, will be used for address markings on "all shipment-units of DoD cargo. The form will be completed using automated or manual capabilities. Bar coded entries of TCN, Consignee DoDAAC, and piece number are mandatory on the DD Form 1387, effective 1 January 1989. Labels prepared by automated. means must be readable by humans and electronic devices. Manually prepared labels must be readable by employees responsible for the movement of cargo. If the shipping container does not lend itself

to application of the label, or if the label would cover or interfere with other required markings, the label will be attached to a general purpose tag or a wooden placard. The general purpose tag or placard will be tied, wired, or otherwise fastened to the shipment unit or movement conveyance (SEAVAN or air pallet). A vendor or contractor making a shipment may apply address markings by silk screen, stencil, or alternate labels provided the procurement costs are not increased and the marking conforms with MIL-STD-129 (reference n). Substitute labels or tags must contain the same data as the DD Form 1387 and be approved by the contract administration office.

(1) Detailed procedures for applying shipment markings are specified in MIL-STD-129 (reference n). In addition,. personal property shipments are marked according to MIL-STD-212 (reference t) and shipments of hazardous materials according to the CFR 49 (reference m) and other appropriate publications. The outside containers of classified or protected (sensitive) shipments are marked as specified in MIL-STD-129 (reference n) and sponsoring Service directives, but will not identify the classified or protected nature of the materiel being shipped.

(2) Illustrations of sample shipment markings are shown in figures 2-B-8 and 2-B-9. Shadow printing is the accepted method for indicating the TP. The TP may also be applied through the use of stick-on numerals or handwritten with waterproof marker.

c. The shipper also completes a Special Handling Data/Certification, DD Form 1387-2, for shipments of hazardous material and classified or protected articles moving by military controlled aircraft. The form identifies the characteristics of the material, precautionary measures, handling instructions , and other details necessary for the safe and proper handling of the shipments.

(1) Detailed procedures for completing and distributing the DD Form 1387-2 are contained on joint publication AFR 71-4, TM 38-250, NAVSUPPUB 505, MCO P4030.19E, DLAM 4145.3 (reference o). Only personnel trained in accordance with the joint publication are authorized to certify hazardous cargo for movement by military aircraft. The shipper normally types the form, but, in an emergency, clearly legible handwritten entries are acceptable. Figure 2-B-10 illustrates a DD Form 1387-2 with basic preparation instructions for both hazardous and classified shipments whether hazardous or not. Along with the basic form, the shipper uses the continuation sheet, DD Form 1387-2C, for any required entries that do not fit on the DD Form 1387-2.

(2) The shipper distributes the prepared copies of the DD Form 1387-2 as follows:

(a) When shipping unclassified hazardous material, the original signed form is attached to the number one package of the shipment. Three additional signed copies are forwarded to the originating air terminal in a waterproof envelope-and attached to the number one" shipping container. An additional copy of the form (which need not be signed) is attached to each container in the shipment.

(b) When shipping unclassified, nonhazardous material, the DD Form 1387-2 is prepared and distributed as described above, except entries for the certification of hazardous material are left blank and the form need not be signed.

(c) When shipping material which is both classified and hazardous, the shipper prepares and distributes the DD Form 1387-2 in the same manner as for unclassified, hazardous material if none of the entries are classified. When any of the entries are classified, the shipper fully completes one copy of the DD Form 1387-2, including essential classified data. The shipper sends the completed copy (as a classified document) to the APGE for attachment to the aircraft commander's copy of the manifest. Three additional copies are prepared by the shipper with the statements 'See Air'craft Commander's copy of the DD Form 1387-2" and "Signature and Tally Record Required" in the supplemental information block. Except for completion of the blocks listing the gross weight of the shipment, the TCN, and the destination DoDAAC, the shipper leaves the balance of the form blank.

(d) When shipments are classified, but do not contain hazardous materials, the shipper enters the degree of protection required, e.g., "Signature and Tally Record Required," in the supplemental information block. The shipper also enters the weight of the shipment, TCN, and destination DoDAAC. Gne copy of the DD Form 1387-2 is attached to each container. Three additional copies are forwarded to the originating air terminal in a waterproof envelope and attached to the number one container.

d. The shipper prepares a CBL or GBL as a contract with a carrier providing transportation services to the POE. Bills of lading for movement of SEAVANS include the SEAVAN TCN, TCN for each shipment unit, and the complete van and seal numbers. The detailed procedures for completing and distributing the bill of lading are contained in the DTMR (reference 3) for CONUS and in appropriate theater directives overseas,

e. The shipper sends a REPSHIP by ETM (or telephone confirmed by ETM) as soon as possible, but not later than 24 hours after shipping classified and certain hazardous material or release unit quantities of inert components. The shipper transmits the REPSHIP to ensure its receipt before shipment arrival. REPSHIPS containing classified information, or which indicate that shipments are classified, are safeguarded according to the shipper's security regulations.

(1) When shipping classified (TOP SECRET, SECRET, Confidential) or protected (except pilferable) materiel, the shipper notifies the transshipping activity (CCP or POE) and either the clearance authority for surface export shipments or the MATCU for air export shipments, The information required in the notice (REPSHIP) is detailed in the DTMR (reference j) for CONUS export, shipments and in appropriate theater directives overseas. The shipper provides:

(a) The export release number and TCN(s).

(b) Carrier and routing information,

(c) Car or truck number(s).

(d) GBL number(s) .

(e) Estimated time and date of departure.

(f) Estimated time and date of arrival at the transshipping activity.

(g) Security classification.

(2) When shipping ammunition, explosives, or release unit shipments of inert component parts thereof, the shipper uses the REPSHIP format outlined in figure 2-B-12 to notify:

(a) The transshipping activity (CCP or POE).

(b) Either the clearance authority for surface export shipments or the MATCU for air export shipments.

(c) The sponsoring Service accountable supply activities:

1 Army - as listed in separate publications distributed directly to shipping activities.

2 Air Force - Air Munitions Traffic Section, Ogden Air Logistics Center (00-ALC/DSTEM), Hill AFB, Ogden, UT 84056-5999; in addition to 00-ALC/DSTEM, send an information copy of REPSHIP on all Air Force sponsored FMS shipments to AFLC/ILC-XMXA, Wright Patterson AFB, OH 45433-5000.

3 Navy and USMC - U.S. Navy Ships Parts Control Center, Code 8534, Mechanicsburg, PA 17055-0788 with instructions for routing to "Code 735" in the heading. An additional copy will be sent to the U.S. Navy ILCO, Code 252, 700 Robbins Ave., Philadelphia, PA 19111-5000 on all Navy sponsored FMS.

4 USMC - In addition to the above, Headquarters, USMC, (Code LMG), Washington, DC 20380-0001.

f. The shipper also prepares the intransit data format for use in measuring transportation performance in the movement of MILSTRIP shipments. Intransit data reporting is required for supply and transportation activities of the Army, Navy, Air Force, Marine Corps, and DLA. Procedures for completing all intransit data formats are detailed in appendix L.

(1) Reports of performance are required for all supply transactions (stocked items) on inventory control point managed stocks requisitioned under MILSTRIP and shipped from U.S. Government activities (except Coast Guard) to DoD and Coast Guard activities within CONUS and to DoD activities overseas. Also included are Air Force sponsored shipments moved by MAC from overseas to CONUS. Specific exclusions are detailed in appendix L.

(2) The shipper prepares and distributes intransit data with document identifier code TK4, using the following procedures:

(a) For bill of lading shipments, all shippers except the Air Force , prepare TK4 data for each bill of lading; Air Force shippers prepare TK4 data for each shipment unit on the bill of lading. Except as noted in paragraph B.4. f.(2) (a)3.

1 For bill of lading shipments directly to a receiving activity, the shipper forwards the TK4 data, with the bill of lading to the receiving activity.

2 For bill of lading shipments to a transshipping activity (POE or LOGAIR terminal), all shippers except the Air Force forward the TK4 data to the transshipping activity; Air Force shippers forward the TX4 data to the Doll MILSTEP CDCP.

3 The shipper makes all entries on the TK4 (including consignee receipt date) when, under the provisions of guaranteed traffic agreements, electing to use the carrier delivery receipt to obtain the information. The shipper then sends the intransit data directly to the CDCP .

* (b) For QUICKTRANS shipments, all shippers prepare TK4 data for each shipment unit and forward it to the CONUS receiving activity or POE as detailed above for bill of lading shipments (QUICKTRANS terminals do not participate in the intransit data process).

g. The POE, acting as a shipper, prepares a DD Form 788, Private Vehicle Shipping Document for Automobile, to provide a record of the condition, customs , and EPA qualifications and complete ownership identification data of POVS shipped in the DTS. While the shipper is technically the POV owner, the terminal prepares the DD Form 788 as detailed in the PPTMR reference h) . The form may also be used instead of a manual TCMD for processing at the POE. The TCMD data entries on the form are also detailed in appendix D of this regulation.

h. Shippers authorized to load and ship 463L air pallets prepare Pallet Header data as shown in chapter 3, figure 3-C-2b and as instructed by the APOE responsible for processing the shipment.

5. After preparing all the documentation and receiving appropriate clearance, the shipper makes the shipment to the transshipment point (CCP or POE) . The shipper forwards appropriate delivery documentation (bill of lading, TCMD, etc.) with the shipment. as outlined above for the various forms.

6. If a discrepancy" occurs in a shipment and information is needed to process a possible claim, the shipper receives a request for information in the form of a TDR. Complete instructions on processing and distributing TDRs are contained in the joint publication AR 55-38/NAVSUPINST 4610.33CI AFR 75-18/MCO P4610.19D/DLAR 4500.15 (reference q). Additional instructions for use overseas may be contained in applicable theater publications.

7. After completing a shipment, the shipper maintains records detailing the actions undertaken. Various service publications detail the length of time and method for keeping such files.

Application of Transportation Priorities

TP	Urgency Verification Code (Note 5)	Recommended Shipment Mode	Type of Shipment O/T mail	Explanation/ Exception Paragraph	Mail Shipments Para B.1.b. (2)(e)
1	J	Air	UMMIPS 01-03	B.1.b. (2)(a)	Registered letter mail, Command pouches, weapon system pouches, and CASREP pouches (Note 4).
2	K	Air	UMMIPS 04-08	B.1.b. (2)(a)	Letter mail. Priority parcels MOM, SAM, and PAL
3	L	Surface	UMMIPS 09-15 Personal property NAF	B.1.b. (,2)(a) B.1.b. (2)(b) B.1.b.(2)(c)	Overseas mail and intercom-mand mail.
4 (Note 6)	M	MAC uncommitted space	TP-3	B.1.b. (2)(g)	See text

Note 4. Enter 999 in the RDD field.
Note 5. For explanation of code, see paragraph B.1.b.(2)(f)1.
Note 6. Not a TP. Identifies cargo selected to move as deferred air freight.

Figure.2-B-1

UMMIPS Time Standards

UMMIPS TIME STANDARDS (IN CALENDAR DAYS)

	TIME SEGMENT	TIME STANDARD (IN CALENDAR DAYS) FOR UMMIPS PRIORITY DESIGNATORS			
		01-03 (TP-1)	04-08 (TP-2)	09-15 (TP-3)	
A.	Requisition Submission	1	1	2	For use only when shipments are consolidated at origin Into SEAVAN Containers
B	Passing Action	1	1	2	
C.	ICP Availability Determl.nation	1	1	3	
D.	Depot/Storage Site	1	2	8	23
E.	Transportation Hold and CONUS Intransit to CONUS Requisitioner, Canada, or POE	3*	6*	13	13
F.	Oversea Shipment/Delivery: (CONUS Outbound and Retrograde)				
1.	To Alaska, Hawaii, South America, Caribbean, or North Atlantic	4*	4*	38	23
2*	To Northern Europe, Mediterranean, or Africa	4*	4*	43	28
3.	To Western Pacific	5*	5*	53	38
6.	Receipt Take up by Requisitioner	1	1	3	

*. Time standards for Priority Designators 09-15 apply when cargo is diverted to surface movement. High priority requisitions will be diverted to surface movement only when: (a) a temporary, blanket authorization is granted by JCS or the cognizant CINC, (b) a specific authorization "is provided by the requisitioner, or (c) the characteristics of the materiel preclude air movement due to size, weight, or hazard classification.

Figure 2-B-2

Instructions for Completing the DD Form 1387-2

Unclassified Shipments

Block

1. Item nomenclature:
   a. Proper shipping name (must include Reportable Quantity (RQ)), if appropriate.
   b. Hazardous materials classification (no abbreviations). The identification number prescribed by UN or NA for strictly domestic flights, or as prescribed in the appropriate hazardous material regulations.
   c. Label, enter type of label or "Label None."
   d. For nonhazardous material, enter item nomenclature only.

2. Net Quantity per Package: Enter, as appropriate, net weight, measure or volume of hazardous material, Class A or B explosives, enter Net Explosive Weight (NEW) per package and per pallet. For nonhazardous material, enter the gross weight of the package.

3. Consignment Gross Weight: Total gross weight of each pallet/package shipped under the same TCN.

4. Transportation Control Number: TCN this package.

5. Destination: Address of consignee, in-the-clear.

6. Supplemental Information: Enter special handling information for explosives, class A poisons, etiologic agents, radioactive materials, aircraft or helicopter parts, liquid and nonpressurized gases. For sensitive and other cargo requiring transportation protective *service,* include the appropriate entries from notes 11 and 12 below.

7. Load Storage/Group: Enter number provided on the technical packaging order. For nonhazardous material, leave blank.

8. Flash Point: For IMCO, enter flashpoint for closed cup for flammable liquids. For nonhazardous material, leave blank.

9. Mark block with "X." Strike through nonapplicable type aircraft. For nonhazardous material, leave blank.

10. Joint Reg. Paragraph: If used, mark block with 'X." If not packaged in accordance with joint reg, cite authority which authorizes shipment. For nonhazardous material, leave blank.

11. MILSTAMP reference: If used, mark with "X." For nonhazardous cargo, cite MILSTAMP chapter 2, section B, paragraph 4.

Figure 2-B-10 (cont.)

12. ATA/IATA/IMCO Regulations: Mark block with "X' and strike through nonapplicable regulations. For nonhazardous material, leave blank.

13. 49 CFR: Mark with "X" if any of the four adjacent blocks (14, 15,"16, and 17) are used. For nonhazardous material, leave blank.

14. Paragraph: Enter 49 CFR paragraph reference, For nonhazardous material , leave blank.

15. 173.7(a): Mark with "X" if packaging is equal to or better than that required by 49 CFR. Otherwise, leave blank. For nonhazardous material, leave blank.

16. "Exemption: If the shipment is prepared in accordance with an exemption, cite DOT exemption number which authorizes relief from 49 CFR. Leave blank if packaged in accordance with 49 CFR or if nonhazardous material.

17. DOT-E 7573: Check when using. this exemption; otherwise, leave blank.

18. Address of Shipper: Complete in-the-clear address of shipping activity.

19. Typed Name, Signature, and Date: Person preparing this form and certifying its accuracy. Date is the date label prepared. For nonhazardous material, enter the date only.

Classified Shipments

1. If the material being shipped is. both classified and hazardous, the following procedures apply:

a. Four copies of the form will be completed in detail, as in blocks 1-19 above, provided none of the information entered on the form is classified. Distribution of the form will be in accordance with paragraph B.4.c. (2) above.

b. If the information to be entered on the form is classified, then prepare and distribute the form thusly. One copy is completed in detail (see blocks 1-19 above), including essential classified data. This copy will be signed. The completed and signed form will be forwarded to the air terminal in accordance with appropriate security regulations and precautions and will be attached to the air 'manifest. Three additional copies of the form must be prepared reflecting "See Aircraft Commander's Copy" and' 'Protective Service Required" in block 6. Blocks 3, 4, and 5 will also be completed. · The.remainder of the form will be left blank. The form will be placed in a waterproof envelope and attached to the number one container of the shipment unit.

Figure 2-B-10 (cont.)

c. If any of the data entered on the DD Form 1387-2 is classified when the form is attached to the air manifest, then the air manifest takes the same degree of classification. The air manifest remains classified until the classified form is detached and handled in accordance with appropriate security regulations and precautions,

2. If the material being shipped is only classified, the following procedure applies, All four copies of the form will reflect the degree of protection required in accordance with notes 11 and 12 below:

Note 11. For shipments of classified or sensitive cargo, include *one* or more of the following entries in block 6, as appropriate:

Armed Guard Surveillance
DoD Constant Surveillance Service
Dual Driver Protective Service
Greater Security
Motor Surveillance Service
Protective Security Service
Security Escort Vehicle Service
Signature and Tally Record
Tank Surveillance Service

Note 12. For shipments requiring other special services while in transit, enter the appropriate instruction in block 6. Such instructions include, but are not limited to:

Protect From Freezing
Protect From Heat
Air Ride Equipment Required

Figure 2-B-10 (cont.)

Illustration of Report of Shipment (REPSHIP) Data Requirements
for Breakbulk Shipments of Hazardous Material and Inert Component Parts

FROM: Shipping Activity
TO: Transshipping Activity
Clearance Authority (ocean) or MATCU (air)
INFO: Sponsoring Service Accountable Supply Activity

SUBJ : MILSTAMP REPSHIP

1. CONVEYANCE NUMBER.
A. CARRIER AND ROUTING, BILL OF LADING NUMBER, NEW.
B. SEAL NUMBER(S) AND ANY OTHER SECURITY DEVICES APPLIED SUCH AS UPPER RAIL LOCKS, WIRE TWISTS, ETC.
C. TYPE OF TRANSPORTATION PROTECTIVE SERVICE (STR, CSS, RSS, NONE, ETC.) AND, WHEN APPLICABLE, MTX-GS SERVICE NUMBER.
D. SHIPMENT DATE WRITTEN AS A THREE DIGIT DAY OF THE YEAR.
E. ETA WRITTEN AS A THREE DIGIT DAY OF THE YEAR.
F. FOR SURFACE SHIPMENTS: ETR NUMBER AND VESSEL NAME AND/OR VOYAGE NUMBER.
FOR AIR SHIPMENTS: ENTER APPLICABLE AIR RELEASE NUMBER OR N/A.
(1) TCN.
(2) NSN AND DODIC.
(3) DIMENSIONS, IN INCHES, OF UNITIZED LOADS (LENGTH, WIDTH, HEIGHT).
(4) TOTAL ROUNDS, TOTAL PIECES, TOTAL WEIGHT, TOTAL CUBE.
(5) LOT NUMBER AND NEW; FOR MORE THAN ONE LOT FURNISH THE LOT NUMBER, ROUND COUNT, PIECES, WEIGHT, CUBE, AND NEW FOR EACH LOT.
(6) PROJECT CODE, IF APPLICABLE.
(7) SECURITY CLASSIFICATION (E.G. SENSITIVE - CATEGORY 2; SECRET, NONE, ETC.

When the conveyance contains more than one shipment unit, repeat the data elements (1) through (7) in separately lettered paragraphs for each shipment unit. NOTE : Cargo for more than one vessel or flight, but shipped to POE in a single conveyance, is included in a single REPSHIP.

When cargo for a single vessel is moved to the WPOE in more than one conveyance , repeat all the data elements as above in separate numbered paragraphs for each conveyance. NOTE: A separate REPSHIP is used for each mode of shipment to the POE.

Figure 2-B-11